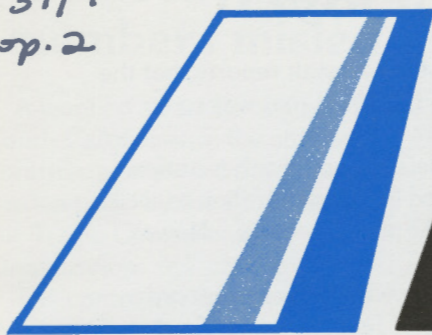


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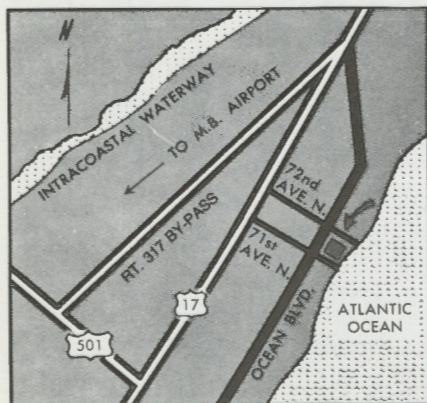
William Shea to address 4th Airports Conference

William F. Shea, FAA Associate Administrator for Airports, will be the featured speaker at the 4th annual South Carolina Airports Conference, Sept. 9-11 at Myrtle Beach.

Shea, former aviation director for the Port of Portland, joined the FAA in May of this year. In his present position, he is responsible for the administration of the multi-million dollar airport aid (ADAP) program which is pending reauthorization by Congress. He also oversees the agency's airport certification program and the establishment of national airport standards.

The conference will be held in the Sheraton Myrtle Beach Inn (see map). A pre-conference reception will be held Wednesday evening from 5:30 to 7:30 p.m. Conference Registration is \$15.00.

Join us
at the Sheraton
Myrtle Beach Inn



The formal program will begin at 9 a.m. Thursday morning with a welcome by Commission director John W. Hamilton. Sessions on Minimum Standards for Airports, Leases for FBO's, and Commuter Service will also be held during the morning session. Shea will speak during the luncheon, from 12:15 to 1:30 p.m.

Friday morning will include sessions on the Future of Airport Planning and Airport Development in South Carolina. The conference will conclude at noon Friday.

As aviation director for the Port of Portland, Shea was responsible for administering Portland International Airport, the Port's Aviation Trade Development Program, and the two busiest general aviation airports in Oregon. Prior to the Portland assignment, he was Commissioner of Transportation for Broome County, New York and prior to that served as Chief of the California Division of Aeronautics in Sacramento.

A former educator, he began his aviation career as manager of the Burlington International Airport, Vermont, in 1968. Previously, he was Chancellor of Hawthorne College in New Hampshire and also taught government there.

He received a BA degree from the University of New Hampshire in 1953, and a masters in Education from Massachusetts State College in 1959.

An experienced pilot, he has more than 6,000 flight hours and holds



William F. Shea
Associate Administrator
For Airports

commercial, instructor, multi-engine, flight instructor and glider ratings.

He is a former board member of the Airport Operators Council International (AOCI) past president of the New York State Airport Managers Association, vice president of the Northeast Chapter of the American Association of Airport Executives and Regional vice president of the National Association of State Aviation Officials.

Sunbird Expands Service

(See pages 4 and 5)



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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HIWAS test delayed

Florence Flight Service Station (FSS) chief Carl Nowak reports that the Hazardous Inflight Weather Advisory Service (HIWAS) that was to be tested in the region has been delayed.

"The HIWAS in service evaluation will be delayed until further notice. Actual implementation dates will be announced in this publication as well as the Airman's Information Manual and the Airport Directory," Nowak said.

The test program called for selected flight service stations to record SIGMENTS, AIRMETS and urgent pilot weather reports for continuous broadcast over 13 VORs in the Jacksonville and Miami Center areas. Pilots would have had the option of listening to the VOR broadcasts or directly contacting any FSS facility.

• • •

The Florence S.C. Pilot's Automatic Telephone Weather Answering Service (PATWAS) numbers 665-5992, 665-5993, 665-5994, and 665-5995 have been discontinued. The Fast File for Columbia, 256-4663, has also been discontinued.

Air travel prices up

Air travel prices increased 3.4 percent in June over the previous month to lead all components in the U.S. according to the Travel Data Center.

Cost of all U.S. travel increased one percent in June. Airline fares for the past year, June 1980 to June 1981, have increased 30.9 percent.

The Total Travel Price Index (TPI) has increased 13.1 percent during the year. The TPI measures changes in the seasonally unadjusted cost of lodging, food, transportation and other goods and services of Americans traveling away from home in this country.

Refresher course set

An AOPA flight instructor Refresher course will be held in Columbia Oct. 17-19 at the Quality Inn, 1029 Briargate Circle.

The Course, conducted by the AOPA's Air Safety Foundation, is approved by the FAA at the national level and will be conducted in cooperation with local FAA offices.

The course tuition is \$75. To reserve a space in the class, call toll free 800-638-0853.

Barton named VP

The Board of Directors of Stevens Beechcraft appointed Mr. Charles C. Barton, Vice President-Flight Operations at it's meeting held on June 16, 1981.

Stevens Beechcraft Flight Operations include FBO's at Greenville Spartanburg Jetport; Downtown Island Airport, Knoxville, Tenn.; Metropolitan Nashville Airport, Nashville, Tenn.

Mr. Barton has over 21,000 hours of flying time. He has been with Stevens Beechcraft since March 1, 1957.

Controller says members misled

A working air traffic controller in South Carolina says the striking controllers "were led down the garden path" by the Professional Air Traffic Controllers Organization.

The controller, interviewed by the Associate Press with the understanding that he not be identified, said national PATCO leaders had slanted information and "misled" the union's members.

"They've been pumping these guys up for the last year and half," he said.

He also said PATCO National President Robert Poli had underestimated President Reagan and the tough line the administration has taken on strikers.

"Poli committed suicide when he did that," he said.

The controller said the union's demands are excessive especially where money is concerned. He said the equipment he works with is first rate and that controllers are adequately compensated for job stress.

He said whether to go on strike or not was the hardest decision he's ever had to make, but he decided against it because it wasn't right.

"The reason I didn't go is it was against the law" he said.

"Nobody is above the law. The ends can't be justified by the means."

He said he hasn't had any direct contact with striking controllers.

"It's like we've drawn a line. There's no communication whatsoever."

In fact, the controller said he believed there would be a lot of hostility between controllers who worked and those who walked out if they were put back in the towers to work side by side.

Asked if the working controllers thought the striking controllers should be allowed to come back, he said, "No. They had their chance. They didn't take it. We've just got to start all over."

Controllers don't own Monopoly on Job Stress

The following column is reprinted with permission of Ashley Cooper and the Charleston News and Courier where it originally appeared.

The Air controllers really broke my heart with pathetic stories about how the tensions of their jobs shorten their lives, break up their homes and cause some of them to turn to alcohol.

Here these guys are sitting up in a tower with a beautiful view and air conditioned comfort — and a good part of the time things are so tranquil they can take time out to eat Roloids and study their blood pressures. And they've got life-shortening tensions! Oh my aching back!

On a recent weekend in South Carolina, 17 people were killed on our highways. Every time one of us gets into an automobile, we're risking our lives. How many controllers were run over last weekend in an airplane control tower?

And when it comes to tension, how about a schoolgirl who drives a school bus? She's got the lives of 40 or 50 kids on her hands, and she's got all the tension of restless children roaming around, squabbling, fighting, playing grab-elbow, etc.

Or how about a Greyhound bus driver? How about wheeling a Greyhound full of passengers along a slippery highway at night during a thunderstorm? Tension?

How about a policeman, stopping a speeding car which he suspects may contain drugs? Or a fireman putting his life on the line by entering a collapsing building? And if tensions are sure to shorten your life, why didn't Army generals like Bradley, MacArthur, Eisenhower, et al., who had the responsibility of ordering hundreds of thousands of young Americans into battle, all die quickly after becoming alcoholics?

AND WHAT about the mere slips of girls who are flight attendants? The "stews" put their trust not only in the air controllers but in the pilots and the maintenance crews. They fly almost every day and not only accept the risks involved but also have the

tensions of being ordered around and mistreated by boorish passengers. Doesn't anybody feel sorry for them? How about the tensions of an airline counter gal trying to explain to irate customers why a flight has been canceled?

And how many enlisted men are serving their country for relative pittance, while accepting all of the tensions and dangers that go with nuclear weapons, nuclear submarines, airplanes, etc.? When are they going to get a break?

ALSO, THINK of our presidents. What about their tensions? In addition to having to decide such matters as invasions and nuclear wars, those poor guys know they're apt to be shot full of holes and possibly assassinated every time they go out into the street. Doesn't anybody feel sorry for them?

THE FACT is, of course, that some people can handle tension and others can't. People who can't shouldn't be air controllers or Greyhound bus drivers or ghetto school teachers or courtroom lawyers or judges or presidents of the United States. As Harry Truman said, those who can't stand high temperatures should leave the culinary duties to others.

THERE'S A good bit of tension on newspapers at deadline time. I've seen a strapping, 200-pound reporter with muscles of iron who got so rattled he couldn't type a word — when the city editor was holding the press for his story about a local election.

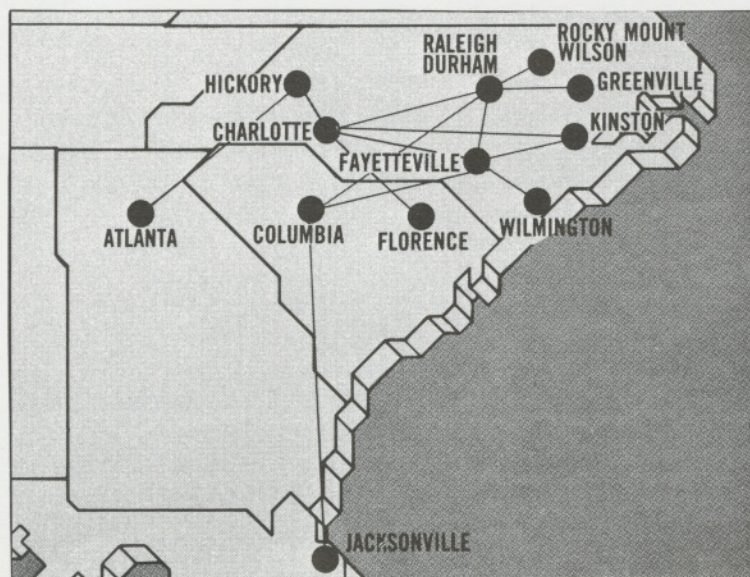
And I've also seen a little shrimp of a female reporter, also faced with a deadline, tuck a cigarette into the corner of her mouth and nonchalantly grind out letter-perfect copy with the speed of a player piano.

Some bridegrooms faint. Others have the chutzpah to risk hell's fury by ogling the bridesmaids. The point is that tension is in the eyes of the controller.

Sunbird Comm expands pass



Gov. Richard W. Riley welcomes Sunbird Airlines to the Palmetto State during a press conference at the Columbia Airport. "We are especially happy to have an airline with the record of service and safety of Sunbird become a partner in our community and our goals," he said. Below, Sunbird route map.



COLUMBIA — Sunbird Airlines expanded its passenger service from Columbia on Aug. 10 with four round-trip flights between Columbia and Jacksonville, Fla. and four round-trips between Columbia and Raleigh-Durham.

Columbia and Raleigh/Durham.

All the new flights to/from Columbia will operate Monday through Friday with two morning and two afternoon departures each day. Two of the round-trip flights between Columbia and Raleigh/Durham will make an intermediate stop in Fayetteville.

Ralph Quinlan, Sunbird president, made the announcement at a news conference at the Columbia Metropolitan Airport. Joining him for the announcement were South Carolina Gov. Dick Riley, representatives of the Richland-Lexington Airport Commission, and other state and local officials.

Quinlan said, "Sunbird's new non-stop service will enable passengers to fly to Jacksonville in a little over one hour and return the same day in less time than using other airlines.

"For example, Sunbird will save Columbia passengers an average of one hour and fifty-seven minutes going direct to Jacksonville — compared to current air service via Atlanta. Going to Raleigh/Durham direct on Sunbird, passengers will save an average of 45 to 60 minutes — compared to current service connecting in Charlotte or Atlanta."

Between Columbia and Jacksonville, Sunbird will fly the new 15-passenger Beech C99 turboprop. The one-way fare is \$89 including tax. Sunbird will fly its eight-passenger Cessna 402 between Columbia and Raleigh/Durham. The one-way fare is \$69 including tax. Both twin-engine planes have a two-pilot crew.

ter Airlines ger service

Sunbird also has a military fare of only \$40 (one-way, including tax) to Jacksonville and \$44 to Fayetteville — the lowest of any airline.

Quinlan said, "This new service will mark the first step toward Sunbird making Columbia a hub airport — with significantly less congestion than Atlanta for connections on Sunbird to cities within a 350-mile radius. We are also extremely excited about the amount of local air travel in and out of the Columbia area.

"Our decisions to begin the Columbia connection was substantiated by market research studies done by Clemson University and an aviation consulting firm hired by the Richland-Lexington Airport Commission. We are also grateful to the many state and local leaders who have worked closely with us."

Sunbird currently operates ten 8-passenger Cessnas and two 15-passenger Beech 99s with a total of 90 daily departures in Columbia, Florence, Atlanta and major cities in North Carolina.

Quinlan also disclosed, "Our plans are to expand the Columbia hub concept by adding service to Knoxville, Tennessee in September 1981, to Norfolk, Virginia in October 1981 and to Savannah, Georgia and to the Greenville, South Carolina area in November 1981. We call this feeding ourselves.

"In early 1982, four more cities will be added. Four new Beech C99s will be added by October 30, 1981 to upgrade our fleet, and five Beech 99s are on order for delivery in February through June 1982."

Riley said of the announcement, "Recent studies have revealed that commuter aviation has great potential in South Carolina, and that Columbia — in particular — is in an advantageous geographic position to be the hub of commuter service in the South Atlantic states.



South Carolina Aeronautics Commission Director John W. Hamilton welcomes Sunbird to state.

Quinlan began Sunbird plans early in 1979

Lenoir native Ralph Quinlan began formulating plans for Sunbird Airlines early in 1979. The inaugural flight on November 15, 1979 marked the beginning for the fastest growing commuter airline in the Southeast.

Operating 12 aircraft — including eight Cessna 402s, two Cessna 404s, one Beech B99 and one Beech C99 — Sunbird Airlines flies over 12,000 miles daily offering flights into Charlotte, Kinston, Raleigh-Durham, Rocky Mount-Wilson, Hickory, Greenville, Fayetteville, Wilmington; South Carolina cities Columbia and Florence, and Atlanta, Georgia. On Sunbird began service to Jacksonville Fla. Aug. 10.

Sunbird is based at Little Mountain Airport, located approximately six miles north of Denver. The airport is also the home of Mountain Air Cargo,

Quinlan's air freight operation. MAC's 19 aircraft fly over 1 million miles yearly for Emery Air Freight, Purolator, Federal Express and other charter customers throughout the eastern United States.

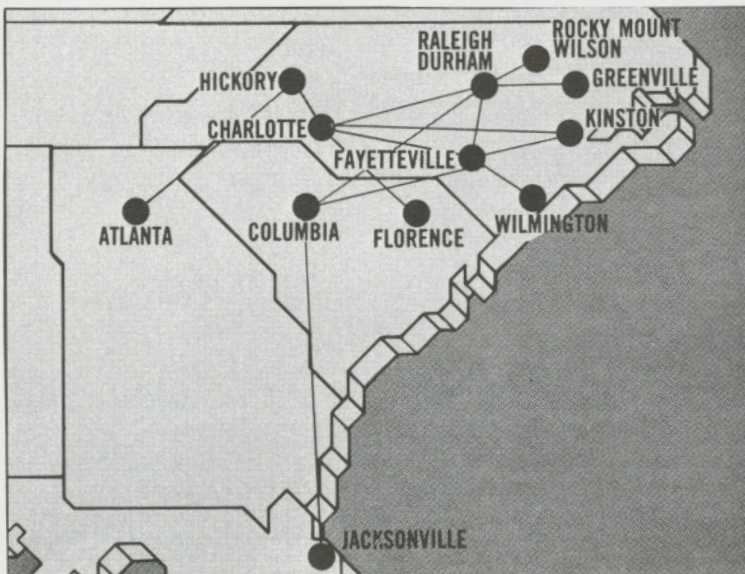
Quinlan's background in aviation stretches over a 23 year span in which he has been an aircraft owner and pilot logging over 8,000 hours as pilot-in-command.

The Lincoln County resident also has a broad and varied background in show business. After several years as a performer, he spent eight years as producer-director with CBS. He launched Quinlan Marine Attractions approximately 18 years ago and serves as producer-director of 35 shows coast to coast, including Six Flags in Atlanta, Ga., Magic Mountain in Valencia, Calif. and Worlds of Fun in Kansas City, Mo.

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New CAP Headquarters

Construction was completed last month on a new headquarters building for the S.C. Wing, Civil Air Patrol. The 5,300 square foot building contains administrative offices for the wing staff, a multipurpose auditorium/operations area with seating for 125 persons and a communications center. The building is located on 3.8 acres of airport property next to the Midlands TEC Airport Campus. The contractor was M.B. Kahn Construction Co. The architect was Don E. Golightly of Design Collorative, Inc. (Aeronautics Commission Photo).

Anderson CAP conducts training search missions

by LT. RONALD N. TALLEY

The Anderson Composite Squadron of the Civil Air Patrol conducted training missions over Anderson County during August. The exercises included low altitude flights over designated search areas. The practice missions sharpened the squadron's ability to establish and fly search patterns to locate downed aircraft and missing persons or to assist in disaster relief.

A mission coordination center was established at the squadron's headquarters at Anderson County Airport. At the center, information was assembled and used to assist the CAP pilots and observers to close in on their search target. Once the target was located, a ground team was dispatched to provide emergency assistance at the simulated disaster site.

Several missions were conducted during the month to allow the squadron to use many different skills under different conditions.

Some searches were conducted visually, relying upon the crew's ability to spot a target from the air. Other exercises involved the use of electronic equipment to home in on signals emitted from an emergency locator transmitter (ELT.)

The battery powered ELT is required equipment on all licensed aircraft. Upon the impact of a crash or forced landing, the transmitter begins to send a signal which will lead searchers to the impact location even though the plane may not be visible from the air.

Cadets as well as senior members of the CAP participated in training. Responsibilities were rotated to allow personnel to gain experience in a number of different mission responsibilities.

The Civil Air Patrol is an auxiliary of the USAF. Its members serve on a volunteer basis to provide an important air search and rescue service.

Berkeley CAP locates boaters

The Berkeley County Civil Air Patrol Squadron was instrumental in locating four overdue boats on Lake Mountrie last month, all at night around midnight and in the early morning hours.

After searching for over an hour one night past midnight, the squadron's pilots spotted a cigarette lighter signal from a couple that had been missing more than six hours. The aircraft directed rescue squad boats to the couple, aged 59 and 62, who were found upset but okay. They had had motor trouble.

A few days later, the aircraft was called out around midnight to find two men who were overdue on a fishing trip to the hatchery. Both were located, rescue boats were sent to the scene and found the men okay.

Two days later, the squadron found a man and a boy who were seven hours overdue on a trip across the lake. The rescue squad

(continued on page 7, column 2)

Youths learn about aviation careers

Forty-four participants in a summer youth program at Tri-county TEC toured the Anderson County Airport on July 9 to explore the career opportunities in aviation. The tour was organized by Mr. Ron Talley of Tri-County TEC's CETA division and Colonel William Prevost of the Anderson County Civil Air Patrol (CAP).

Col. Prevost began the program with a brief history of the Anderson County CAP from its start in World War II. He explained that the CAP is an air to ground search-and-rescue organization, staffed, funded, and supplied strictly on a voluntary basis.

After a short film about the CAP, the program's students were given a chance to question two CAP cadets, A/1C Clete Shafer and Jim Barnes, about youth involvement in the CAP. Shafer and Barnes, who have just returned from a week of training at Parris Island, explained that cadets range in age from 11 to 21 years. The testing procedures to advance rank were also covered.

Also participating in the program was Sgt. Homer Johnson of the Anderson Air Force Recruitment Office who answered questions concerning guaranteed job enlistment, the delayed entry

program, disability insurance, basic training, salaries, and child-care facilities/arrangements for the enlisted.

Major Dennis H. Sattler then spoke on the Clemson University Air Force Reserve Officers Training Corps program. The AFROTC program allows students from Tri-County TEC and Anderson College to participate in the program at Clemson for the first two years. Also covered by the talk were the scholarship program, entering rank after ROTC, salaries, and military obligations incurred during ROTC training.

(continued from page 6)

BERKELEY CAP LOCATES BOATERS

said the pair was okay.

At 1:50 a.m., on the 20th, the squad was called out to look for two men on a fishing trip eight hours overdue. The family was concerned because they were in a patched boat. The aircraft searched most of the night but was unable to locate the boat. At dawn the search was resumed. Twenty minutes later, the boat was located overturned, with both men sitting on top. The boat had sunk because the patch failed. The men were wet but okay.

Aviation Calendar

SEPT 12-13: Pope Air Force Base open house, civilian fly in, Fayetteville, N.C. Contact: Maj. Tom Ray (919) 394-2802.

SEPT 17-19: Silver Wings Convention, Charlotte, N.C. contact: Haskell Deaton, Box 18222, Charlotte, N.C. 28218 or national headquarters, Box 1221, Harrisburg, PA. 17108.

SEPT 27: McIntire Air National Guard Base open house featuring U.S. Air Force Thunderbirds. Gates open 10 a.m., flight demos begin 1 p.m. Also parachute jump, A-7 bomb demo and static displays. Gates open 10 a.m., flight demos begin 1 p.m.

OCT 10: Charleston AFB open house featuring U.S. Air Force Thunderbirds, C-141 demo, parachute jump, static displays. Gates open at noon.

OCT 18: Shaw AFB open house featuring U.S. Air Force Thunderbirds, other aerial demos and status displays.

OCT 17-19: Flight Instructor Refresher Course conducted by the AOPA Flight Safety Foundation, Quality Inn, 1029 Briargate Circle, Columbia, S.C. Call (800) 638-0853 to reserve a space.

NTSB recommends Beech Baron review

According to the NTSB, Beech Baron/Travel Air aircraft were involved in eight fatal accidents between March 1978 and March 1980. All occurred when the aircraft entered a flat spin under conditions of high asymmetric power and low airspeed.

The NTSB concluded that training for a potential emergency in this type of aircraft may be more hazardous than the emergency itself. That's because for some conditions of airplane gross weight and altitude, the single-engine stall speeds of the aircraft are greater

than the single-engine minimum control speeds. Consequently, when pilots attempt to demonstrate Vmc or loss of direction control, they may unexpectedly encounter a single-engine stall at high asymmetric power. The stall in these airplanes is abrupt and is accompanied by rapid rolling to an inverted or near inverted position, followed by entry into a flat spin.

The NTBS has recommended that FAA create a special certification review team on the aircraft. But Beech Aircraft Corporation has refuted the Safety

Board's findings.

The company said the NTSB accident reports for the period do not support the Board's conclusion. Beech maintains that since April 1967 there have been only two accidents that could possibly be attributed to practice Vmc demonstrations. Careful study of each specific accident report, said the company, shows flagrant violation by the pilot of the clear procedures and cautions in the pilot's operating handbooks.



SOUTH CAROLINA AERONAUTICS COMMISSION

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Teachers learn about aviation

A group of public school teachers leave an army National Guard helicopter after an orientation ride over Columbia. The teachers were part of a group of 32 that took a three-week Aviation Workshop course offered by the Commission through the University of South Carolina. The graduate level course combines classroom work with practical knowledge gained through field trips to such places as the weather bureau, the airport control tower and the National Air and Space Museum in Washington, D.C.

New sweepstakes offers fifty \$2,000 scholarships

Contact, a sweepstakes program to encourage more people to become pilots, is being offered by the General Aviation Manufacturer's Association (GAMA) with awards totaling \$100,000 through September, 1982.

GAMA will award \$2,000 scholarships for flight lessons to 50 sweepstakes winners — either prospective pilots or previously licensed pilots seeking additional FAA airplane pilot certificates or ratings. The scholarships can be used to fund \$2,000 in flight training before December 31, 1983 or may be applied as a refund of up to

\$2,000 on flight training already taken. In the case of a refund, the balance of the \$2,000 award may be used for additional flight training.

The sweepstakes is open to residents of the 50 United States who are 16 years of age or older as of Sept. 30, 1981.

A single grand prize of \$25,000 will be awarded to a flight instructor who has enrolled in another Contact sweepstakes. Flight instructors may submit entries for this prize each time they start or complete a student's training for a private pilot's license or any FAA airplane rating or pilot certificate.

Breakfast Club

Sept. 13	Holly Hill Airport
Sept. 27	House Movers Field (South of Batesburg on new chart).
Oct. 11	N. Myrtle Beach Airport
Oct. 25	Orangburg Airport (annual meeting, election of officers).